

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) A semitrailer including a loading platform [(1a)] and having at least one wheel axle [(5a)] carrying a road wheel [(5)], and a front part [(1b)] that includes a coupling part [(11)] for articulated connection to a traction vehicle [(2)], about a vertical axle, ~~characterised in that~~ wherein the trailer [(1)] includes a vertically movable rail-wheel unit [(8)] which can be swung about a vertical axle [(14)] and which has at least one axle [(15a)] which carries a rail wheel [(15)] and which has at its front part [(1b)] behind the coupling part [(11)] a vertically movable second rail-wheel unit [(7)] having at least one axle [(15a)] carrying rail wheels [(15)].

2. (Currently Amended) A semitrailer according to Claim 1, ~~characterised in that~~ wherein at least one of the rail-wheel units [(7, 8)] is a bogie that has two rail-wheel axles [(5a)].

3. (Currently Amended) A semitrailer according to Claim 1 ~~or to~~, ~~characterised in that~~ wherein at least one rail-wheel unit, preferably such a unit that includes a single axle, is

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provided with an outwardly pivotal support element that includes an axle and a further rail wheel for engagement with the rails of the railroad track when driving the semitrailer onto said track.

4. (Currently Amended) A semitrailer according to ~~any one of Claims 1-3~~ Claim 1, ~~characterised in that~~ wherein at least one of the two rail-wheel units ~~[(7, 8)]~~ includes a drive motor for driving at least one rail-wheel axle.

5. (Currently Amended) A semitrailer according to ~~any one of Claims 1-3~~ Claim 1, ~~characterised in that~~ wherein both railwheel units ~~[(7, 8)]~~ lack drive means.

6. (Currently Amended) A semitrailer according to ~~any one of the preceding Claims~~ Claim 1, ~~characterised in that~~ wherein the front rail-wheel unit ~~[(7)]~~ is fixed in its position parallel with the railroad track.

7. (Currently Amended) A semitrailer according to ~~any one of the preceding Claims~~ Claim 1, ~~characterised in that~~ wherein the rear rail-wheel unit ~~[(8)]~~ can be fixed in a position parallel with said railroad track.

8. (Currently Amended) A method of driving a semitrailer ~~[(1)]~~ according to Claim 1 onto a railroad track (B) with the aid of a traction vehicle ~~[(2)]~~ for conversion of said semitrailer to a railroad driving mode, ~~characterised by~~ said method comprising the steps of

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- a) moving the traction vehicle [(2)] and the semitrailer [(1)], either forwards or backwards, up to and over a level crossing that is to be used;
- b) aligning the semitrailer [(1)] so as to define an angle with the railroad track (B) in the level crossing, said angle being greater than 90°, such that the rear rail-wheel unit [(8)] will lie over the track;
- c) lowering the rear rail-wheel unit [(8)] down onto the track;
- d) continuing said downward movement until the road wheels [(5)] of the semitrailer are raised above the upper edge of the track,
- e) reversing the traction vehicle [(2)] towards the track at an angle relative to the semitrailer [(1)] such as to cause the rear rail-wheel unit [(8)] to move along the track; and
- f) when the semitrailer is in a position in which it is parallel with the track, the front railwheel unit [(7)] is lowered into contact with the track and the downward movement is continued to an extent at which the front coupling part [(11)] on the semitrailer will be disengaged from its co-acting coupling part [(12)] on the traction vehicle [(2)].

9. (Currently Amended) A method according to Claim 8, characterised by coupling the semitrailer to a drive vehicle, e.g. a railroad engine, present on the railroad track, or securing the semitrailer, e.g. with the aid of brake shoes (chocks) before disconnecting the traction vehicle [(2)] and driving said vehicle away.

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10. (Currently Amended) A method according to Claim 8 ~~[[or 9]]~~, characterised by placing two or more semitrailers sequentially on the railroad track and coupling said semitrailers together to form a train.